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Business and commercial Aviation

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DAVE COLLOGAN/EDITOR
KATHRYN BLEDSOE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

COMMERCE COMMITTEE OVERWHELMINGLY VOTES TO BLOCK BUY/SELL

Senate Commerce Committee voted 15-1 Thursday in favor of legislation proposed by Sen. Nancy Kassebaum (R-Kan.) to repeal the Transportation Department's rule permitting air carriers to buy and sell operating slots at four of the nation's busiest airports (BA, Dec. 23/203). Kassebaum's original bill, S.1966, was amended to require a mandatory FAA review of its list of high-density airports every two years and provide greater flexibility for FAA to adopt a mechanism of its own choosing to break scheduling committee deadlocks, except for buy/sell.

Kassebaum said she intended to attach the buy/sell bill "at the first opportunity" to legislation on the Senate floor. As approved by the committee, the bill drops earlier plans to make the measure retroactive to April 1, the date DOT's buy/sell rule goes into effect. Among options to break deadlocks, FAA could use binding arbitration, lotteries, auctions or leasing of slots, with proceeds from leases going into the Aviation Trust Fund. Leases would have to terminate by the end of 1988. FAA would have to review its list of high-density airports every two years and undertake rulemaking to maintain their high-density designation. In addition, FAA would have to tell Congress at least 90 days in advance of plans to designate new high-density airports, justifying the decision with a written report.

The latter provisions are particularly important to general aviation interests such as the National Business Aircraft Association who have been fighting DOT's buy/sell rule. They maintain that the original high-density rule was illegal and that permitting buying and selling of airport slots will retard airport expansion programs and result in the buy/sell scheme spreading to other congested airports as air traffic increases. In addition, they charge that the buy/sell rule will result in GA operators being priced out of busy airports.

AVIATION GROUPS MAKE CASE FOR TRUST FUND PROTECTION

Aviation interest groups voiced strong support Wednesday for removing the Aviation Trust Fund from the unified federal budget and expressed serious concern about the impact of Gramm-Rudman-Hollings' cuts in FAA's budget, which "will have a strong and immediate adverse impact on the goals of capacity and efficiency in the national system of air commerce."

Speaking before the House aviation subcommittee, Robert Cooke, vice president-operations for NBAA, said Gramm-Rudman will result in a "throttling of planned increases in staffing levels" at FAA and further delay completion of the National Airspace System Plan. The controller workforce, which he said "had barely recovered from the 1981 PATCO strike," will be most affected, but he said FSS personnel, the inspector workforce and maintenance workers could also expect reductions, resulting in the lack of "timely, flexible flight operations (for which) travelers have paid taxes."

Shortfalls in available monies for airport improvement programs, despite user taxes producing far more revenues than are needed is "unexcusable," said subcommittee Chairman Norman Mineta (D-Calif.). Shortfalls resulted in an uncommitted surplus of $2.1 billion at the end of fiscal 1982 and $3.3 billion at the end of FY 1985. The uncommitted surplus is expected to reach $4.3 billion by the end of FY 1986. Rather than use funds for what they are intended, while users have continued to make good faith payments, Mineta said the federal government has "repeatedly reneged on its commitment...

(Continued on the following page)

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VETERAN TEST PILOT KILLED DURING STC TEST FLIGHT -- A veteran FAA test pilot was killed March 7 while conducting final supplemental type certification flight tests of a modified Piper PA-32-300. FAA officials said John C. Henderson, 52, was conducting aft center of gravity spin tests in an aircraft modified by M&M Flying Service of Andalusia, Ala. with a speed enhancement and STOL kit. Henderson apparently lost control of the aircraft, which was equipped with a quick-release escape hatch. He managed to exit the aircraft, but officials believe he was too low to permit his parachute to open and he was killed on impact. Henderson had been employed by FAA since October of 1982. He had retired from the U.S. Army as a lieutenant colonel after extensive flight test missions in both fixed- and rotary-wing aircraft. He also had served three tours of duty in Vietnam.

AVIATION TRUST FUND BALANCE NEARING $8 BILLION MARK -- Balance in the Aviation Trust Fund at the end of 1985 was a record $7.8 billion, according to the latest Treasury Department figures (see chart on the back of this page). Treasury said the Trust Fund had net receipts of $530 million in December and paid out $309.5 million for various aviation programs. Aviation interests say the growing surplus in the fund--which was generated entirely by fees and taxes on direct users of the aviation system--is ironic in light of current plans to reduce FAA spending to comply with Gramm-Rudman-Hollings budget cuts (BA, March 3/69).

GARRETT SAYS IT IS EQUIPPED TO HANDLE TFE731 DISC REPLACEMENTS -- While acknowledging that "we couldn't handle everybody tomorrow," Garrett Corp. officials say they should be able to supply replacement discs for TFE731 engines without undue delay to aircraft operators. FAA issued an airworthiness directive last month requiring replacement of fan rotor discs on some 90 TFE731-2, -3 and -3R turbofan engines used on a variety of business jet aircraft (BA, March 3/66). The AD calls for the removal of discs with 4,000 or more cycles.

Chris Crum, a member of Garrett's customer support staff for turbofan programs, told BA early this month that Garrett had already shipped out about 30 replacement discs for U.S. operators and approximately 10 to European operators. The forgings for the discs are supplied by a vendor to Garrett, which must then do some finishing work before shipping them out to approved maintenance facilities. The discs were designed to offer a 10,000 cycle life and are priced at about $30,000 or approximately $3.03 per cycle. Operators are being credited for the difference between 10,000 cycles and the number actually accumulated. For example, an operator with 5,000 cycles on his engine would pay about $15,000 for a new disc. Garrett and its service centers are picking up the labor costs involved, including reblading and balancing of the rebladed disc. Operators participating in Garrett's Maintenance Service Plan will not be charged for new discs.

Crum said it "shouldn't take more than a couple of days" to complete an aircraft. He urged operators to call ahead to make an appointment with the service center to make sure replacement parts are on hand and that the work can be done with minimum inconvenience. The titanium discs removed from aircraft are being shipped to Garrett facilities in Phoenix for examination.

FAA DESIGNATES 11 MORE AIRPORTS AS ARSA SITES -- Federal Aviation Administration has designated 11 more airports or military bases as Airport Radar Service Areas. The new ARSA locations are: Beale Air Force Base, California; Birmingham, Ala. Municipal Airport; Burlington, Vt. International Airport; Castle AFB, Calif.; Charlotte-Douglas, N.C. International Airport; Columbus, Ga. Metropolitan Airport; Mather, AFB, Calif.; McClellan AFB, Calif.; Metropolitan Oakland, Calif. International Airport; Nashville, Tenn. Metropolitan Airport; and, Sacramento, Calif. Metropolitan Airport. The new ARSAs will be effective April 10, 1986, with the exception of Oakland where the ARSA will not be effective until April 9, 1987.

ROGERSON WINS CONTRACT TO INSTALL FUEL TANKS ON NAVY C-9 FLEET -- Rogerson Aircraft, Irvine, Calif., said it has won a $7.6 million contract from the U.S. Navy to extend the range of the service's McDonnell Douglas C-9 aircraft. Douglas Aircraft and Boeing were the losing competitors. Rogerson's Aftermarket Technologies Division will design, manufacture and install a 2,250-gallon fuel system in 12 C-9 aircraft through 1987. Four other Rogerson divisions also will produce components for the system: tanks, Aerobond, Port Angeles, Wash.; fuel quantity measurement systems and electronics, Kratos Aviation Products, Pasadena, Calif.; sensors, Systems Division, Irvine; and, fuel valves, Controls Division, Los Angeles.

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AIRPORT & AIRWAY TRUST FUND
Status As Of Dec. 31, 1985

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$ 7,663,112,094.45	$ 7,425,506,743.43
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
Any liquid fuel except gas	5,628,000.00	21,519,000.00
Tires used on aircraft	0.00	0.00
Tubes used on aircraft	0.00	0.00
Gasoline		
1. Commercial 9 cents tax	225,000.00	675,000.00
2. Non-commercial 9 cents tax	6,092,000.00	9,659,000.00
3. Non-commercial 3 cents tax	2,004,000.00	3,139,000.00
4. Transp by air,seats,berths,etc.	107,524,000.00	561,041,000.00
Use of international trav fac	3,527,000.00	21,010,000.00
Transp of property and cargo	5,535,000.00	42,769,000.00
Total Tax Receipts	130,535,000.00	659,812,000.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	-330.00	-330.00
2. Any liquid fuel except gas	-4,216,650.00	-4,216,650.00
3. Gasoline -Retailer's tax	-1,790.00	-1,790.00
4. Gasoline -Manufac. tax	-43,770.00	-43,770.00
Total Reimburse For Tax Refunds	-4,262,540.00	-4,262,540.00
Net Tax Receipts	126,272,460.00	655,549,460.00
C. Interest on Investments	403,762,604.86	404,404,690.75
Net Receipts	530,035,064.86	1,059,954,150.75
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	93,005,395.00	93,004,995.34
2. Grants-in-aid for airports	112,948,506.44	263,462,712.32
3. Facilities & equipment	79,267,985.43	168,451,616.87
4. Research engineering & development	19,512,755.78	69,958,052.99
B. NOAA weather services	4,828,450.00	6,999,450.00
C. Interest on Refund of Taxes	20.00	20.00
Total Expenditures	309,563,112.65	601,876,847.52
IV. BALANCE - END OF PERIOD	7,883,584,046.66	7,883,584,046.66
ASSETS :		
Undisbursed Balances:		
Airport & Airway Trust Fund		
Operations	835.11	
Grants-in-aid for Airports	4,594.42	
Facilities & Equipment	-17,938,285.56	
Research Engineering & Development	-10,250,332.51	
NOAA weather services	92,685.20	
	550.00	
		-28,089,953.34
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
10-1/4% maturing JUNE 30, 1986	$ 319,087,000.00	
10-3/8% maturing JUNE 30, 1986	182,369,000.00	
10-3/4% maturing JUNE 30, 1986	7,410,218,000.00	
		7,911,674,000.00
Total Assets		7,883,584,046.66
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		$ 7,883,584,046.66
Total Liabilities and Equity		7,883,584,046.66

Treasury Department Chart

BUSINESS/PERSONAL AIRCRAFT INDUSTRY — FEBRUARY UNIT SHIPMENTS

		Feb. 86	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single Engine			
TB9	Tampico	0	1
TB10	Tobago	3	3
TB20	Trinidad	0	0
TB21	Trinidad TC	0	0
R110		0	1
R180		0	0
R235		0	0
TOTAL		3	5
BEECH AIRCRAFT CORP.			
• Single Engine			
BE-77	Skipper	0	0
BE-C23	Sundowner	0	5
BE-C24R	Sierra	0	0
BE-F33A	Bonanza	0	0
BE-A36	Bonanza	5	11
BE-V35B	Bonanza	0	0
BE-B36TC	Bonanza	2	4
• Multi-Engine			
BE-B55	Baron	0	0
BE-E55	Baron	0	0
BE-58	Baron	1	1
BE-58TC	Baron	0	0
BE-C90	Baron	1	1
BE-95	Duchess	0	0
BE-B60	Duke	0	0
BE-C99	Airliner	0	0
BE-C90-1	King Air	0	
BE-F90-1	King Air	0	0
BE-B100	King Air	0	0
BE-200	Super King Air	2	3
BE-200C	Super King Air	0	0
BE-300	Super King Air	3	5
BE-200T	Super King Air	0	0
BE-1900C	Commuter	2	2
	Diamond IA	0	3
TOTAL		16	34
Manufacturers net billing — $14,729,892.81			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream	4	5
HS 748		0	0
BAe 146-100		0	0
BAe 146-200		0	0
HS 125-800	Model A	1	2
HS 125-800	Model B	0	0
TOTAL		5	7
PILATUS BRITTEN-NORMAN LTD.			
• Multi-Engine			
BN-2B	Islander	0	0
BN-2T	Islander	0	0
Mark III	Trislander	0	0
TOTAL		0	0
CANADAIR			
• Multi-Engine			
CL-600	Challenger	0	0
CL-601	Challenger	0	0
TOTAL		0	0
CESSNA AIRCRAFT CO.			
• Single Engine			
CE-152		0	0
CE-A152	Aerobat	0	0
CE-172	Skyhawk	13	21
CE-172	Cutlass	0	0
CE-172RG	Cutlass	0	0
CE-182	Skylane	3	7
CE-182	Turbo Skylane	1	1
CE-182RG	Skylane RG	0	0
CE-182RG	Turbo Skylane RG	0	0
CE-185	Skywagon	0	0
CE-U206	Stationair 6	2	5
CE-TU206	Turbo Stationair 6	4	5
CE-207	Stationair 8	0	0
CE-TU207	Turbo Stationair 8	0	0
CE-208	Caravan	3	3
CE-210	Centurion	0	1
CE-T210	Turbo Centurion	3	3
CE-P210	Pressurized Centurion	0	0
CE-188	AgHusky	0	0
CE-188	AgTruck	0	0
• Multi-Engine			
CE-303	Crusader	0	0
CE-335		0	0
CE-340		0	0
CE-402		0	1
CE-404	Titan	0	0
CE-414	Chancellor	0	1
CE-421	Golden Eagle	0	0
CE-425	Conquest I	0	0
CE-441	Conquest II	2	2
CE-500	Citation I	0	0
CE-550S/II	Citation II	1	3
CE-650	Citation III	0	0
REIMS AVIATION			
• Single Engine			
CE-152		0	0
CE-F152	Aerobat	0	0
CE-F172	Skyhawk	0	0
CE-FR172	Hawk XP	0	0
CE-T182	Skylane	0	0
CE-F182RG	Skylane RG	0	0
TOTAL		32	53
Manufacturers net billing — $10,109,135			
AVIONS MARCEL DASSAULT			
• Multi-Engine			
AD My-10	Falcon	0	0
AD My-20	Falcon	0	1
AD My-200	Falcon	0	0
AD My-50	Falcon	2	3
TOTAL		2	4
DEHAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-6	Twin Otter	0	0
DHC-7		1	1
DHC-8		1	1
TOTAL		2	2
EMBRAER			
• Single Engine			
EMB-201	Ipanema	2	4
EMB-710	Carioca	0	0
EMB-711	Corisco	2	2
EMB-712	Tupi	0	0
EMB-720	Minuano	1	3
EMB-721	Sertanejo	0	0
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	0	0
EMB-121	Xingu	1	1
EMB-810D	Seneca II	1	3
EMB-820		0	0
TOTAL		7	13
FAIRCHILD AIRCRAFT CORP.			
• Multi-Engine			
Merlin III C		0	0
Fairchild 300		0	0
Merlin IV C		0	0
Metro III		0	1
Expediter		0	0
TOTAL		0	1
GATES LEARJET			
• Multi-Engine			
LR-25D		0	0
LR-25G		0	0
LR-29		0	0
LR-35A		0	0
LR-36A		0	0
LR-55		0	0
TOTAL		0	0

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		Feb. 86	Cal. Year
GULFSTREAM AEROSPACE			
• Turbine Engine			
GA-1159A	Gulfstream III	0	0
AC-690	Turbo Commander	0	0
AC-500	Commander 900	0	0
AC-980		0	0
AC-1900		1	1
TOTAL		1	1
ISRAEL AIRCRAFT INDUSTRIES			
• Turbine Engine			
1124	Westwind 1	0	0
1124A	Westwind 2	0	0
	Astra	0	0
TOTAL		0	1
LAKE AIRCRAFT			
• Turbine Engine			
LA-4-200		0	0
LA-250	Renegade	0	1
TOTAL		0	1
MOONEY AIR INC			
• Piston Engine			
M-20J		1	1
M-20K		2	4
M-20M	Turbo Ranger	1	1
M-20R		1	1
M-20TN	Ovation Premier	4	1
M-20U	Ovation Passport	2	2
M-20V		4	5
TOTAL		15	15
Manufacturer's Value	$306,000		
MYASISHCHEV			
• Turbine Engine			
Bison		0	0
Mainstay		0	0
TOTAL		0	0
ROCKET AIRCRAFT CORP			
• Turbine Engine			
RCAC	201	4	4
	277	5	52
TOTAL		9	56

		Feb. 86	Cal. Year
PIPER AIRCRAFT CORP			
• Single Engine			
PA-38-112	Tomahawk	0	0
PA-28-161	Warrior	3	45
PA-28-181	Archer II	14	17
PA-28-236	Dakota	1	2
PA-28RT-201T	Turbo Arrow IV	0	0
PA-32-301	Saratoga	0	2
PA-32R-301	Saratoga SP	1	1
PA-32R-301T	Turbo Saratoga SP	2	2
PA-46-310P	Malibu	9	13
• Multi-Engine			
PA-31-350	Chieftain	0	0
PA-31P-350	Mirage	0	0
PA-31-500	Cheyenne I	0	0
PA-31-550	Cheyenne IA	1	1
PA-42-720	Cheyenne IIA	0	0
PA-42-720	Cheyenne IIXL	0	0
PA-42-1000	Cheyenne 400LS	0	0
PA-34-220T	Seneca III	2	4
PA-44-180	Seminole	0	0
PA-60-700P	Turbo Aerostar	0	0
PA-31-325		0	0
PA-31-Misc		0	0
TOTAL		32	42
Manufacturer's Value	$53,113,000		
QUIET BIRD HELO LTD			
• Multi-Engine			
Sky Cat	Helicopter	1	1
912-60		0	0
912-80		0	0
TOTAL		1	1
		30	145
		28	32
		121	955

UNIT SHIPMENTS COMPARATIVE TREND - 19 MANUFACTURERS

	February			Calendar Year to Date		
	1986	1985	1984	1986	1985	1984
Aerospatiale	2	*	*	5	*	*
Beech	16	18	51	34	40	88
British Aerospace	1	1	4	2	4	6
Embraer-Aircraft	0	0	0	0	0	0
Gulfstream	0	3	1	0	3	3
Learjet	10	13	69	53	140	121
Lockheed	2	2	3	4	4	3
Mitsubishi	2	3	4	2	4	6
Piper	1	9	6	13	23	20
Rockwell	0	2	1	1	2	3
Saab	0	2	1	0	2	1
Gulfstream	1	3	4	1	6	8
Israel	0	0	1	0	0	1
Lear	0	0	6	1	3	7
Mooney Air Inc	7	5	1	11	8	3
Mitsubishi	0	3	2	0	1	5
Mooney	9	10	0	16	16	11
Piper	36	42	49	53	60	57
Others	1	*	1	1	1	2
TOTAL	121	133	193	202	234	347

* Figures not available